



Integrated Infrastructure Services
Infrastructure Planning & Design

Jasper Avenue Reconstruction and Streetscape Improvements CR_3323

Integrated Infrastructure Services | Executive Committee May 23, 2017



Edmonton

Background - How did we get here?

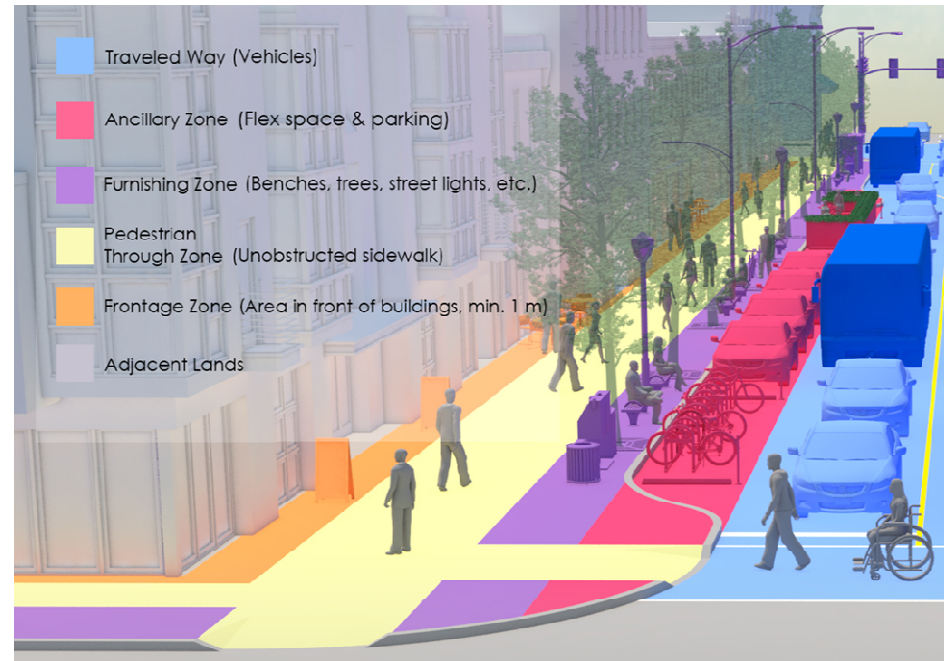
- Arterial Road Reconstruction between 109 Street to 124 Street (funding approved in 2015-18 Capital Budget - \$ 18.98 million)
- Council requested a Complete Streets approach to the project
- Main Streets Policy Approved in 2015; Jasper Avenue designated a Main Street in 2015.



Main Streets Guideline

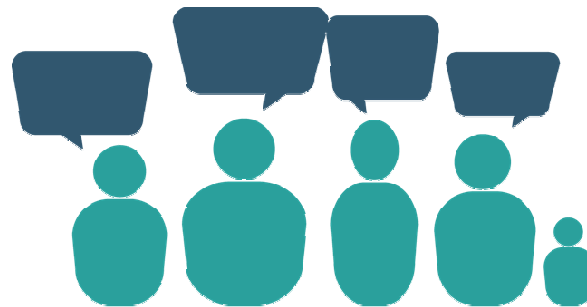
Main Streets are both a
Transportation Link and a
Destination

Jasper Avenue is our first
Main Street project



Public Engagement - What we heard

- Wide unobstructed sidewalks
- Street trees and landscaping
- Maintain commuter capacity
- Safe pedestrian crossings
- Sidewalk cafes and patios
- Pedestrian-oriented lighting
- Appropriate parking
- Promote high-density, mixed-use buildings

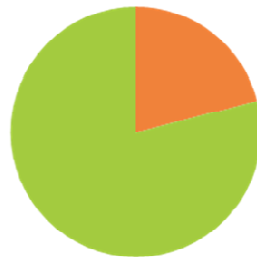


Public Event # 3 participation

- **Total Participants: 845**
 - 23 % from (Downtown and Oliver)
 - 77 % from rest of Edmonton



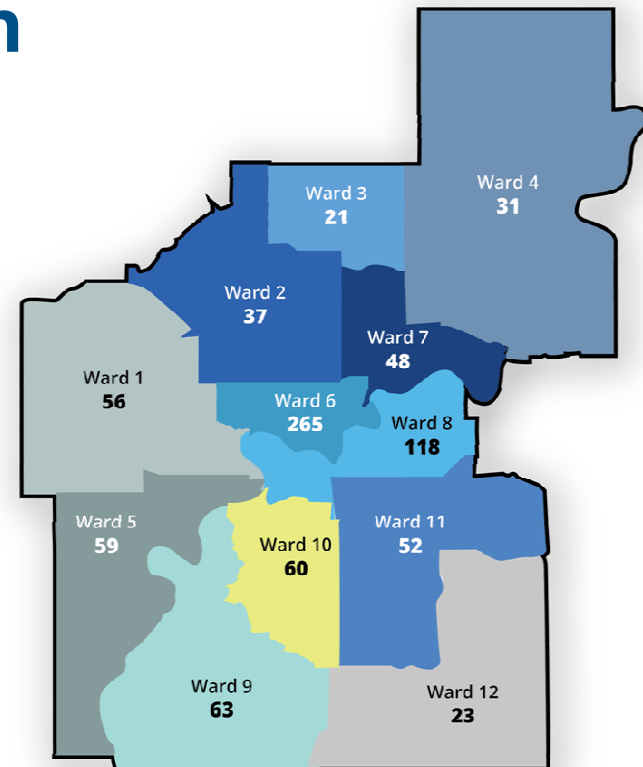
71% Support the Plan



79% Agree that Public Space is Improved

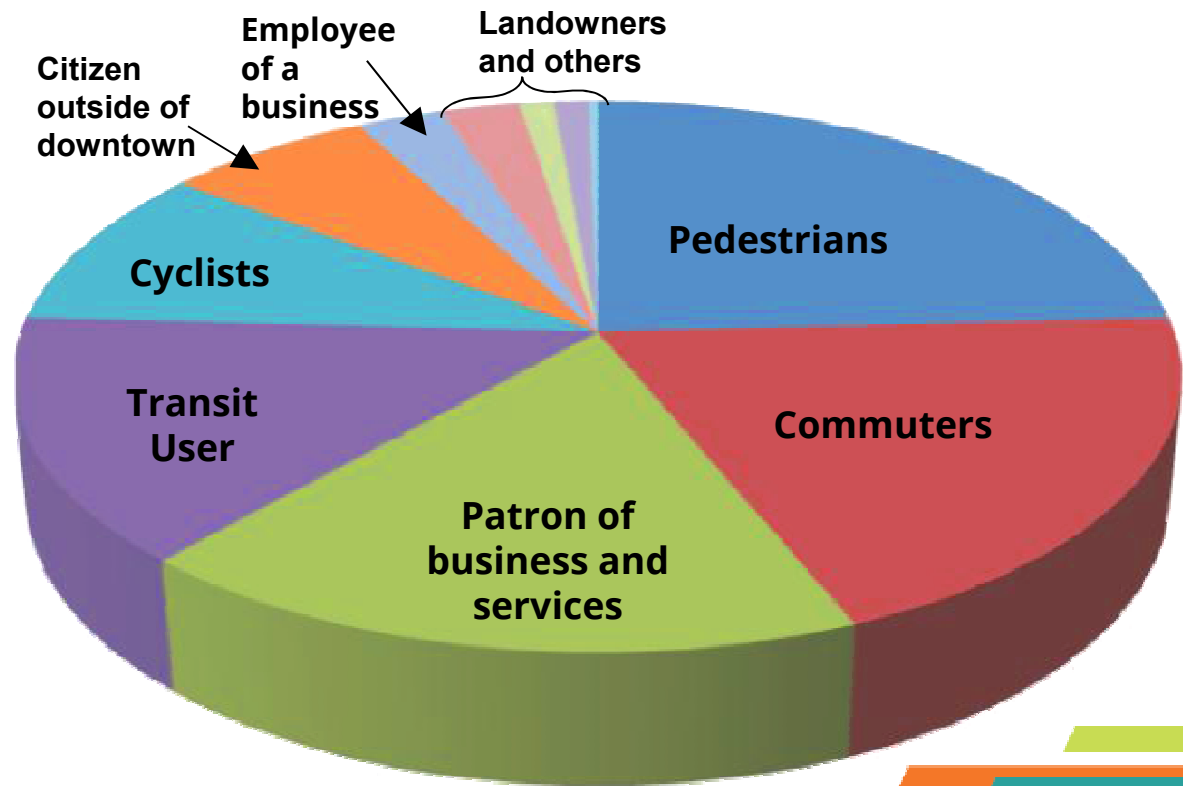


74% Agree that Plan meets Vision



Public Event # 4 participation

- Event Attended: 174 people
- Provided input : 161 people



Public Engagement - Vision and Principles

Jasper Avenue is Edmonton's premier Main Street — a people place.

- **Create a vibrant, all seasons destination**
a safe place of gathering for all ages and abilities
- **Shape a community street**
celebrate the history and diversity of its people
- **Put pedestrians first, ensuring travel options for all users**
- **Increase the green**
enhance and beautify with trees and plantings
- **Consider the big picture**
reinforce connections and promote quality development



Jasper Avenue Current Data

Daily Volumes: 29,000 vehicles = approx 35,000 people

Daily Transit Users: 6,810 riders

Daily Pedestrians: 16,000 pedestrians

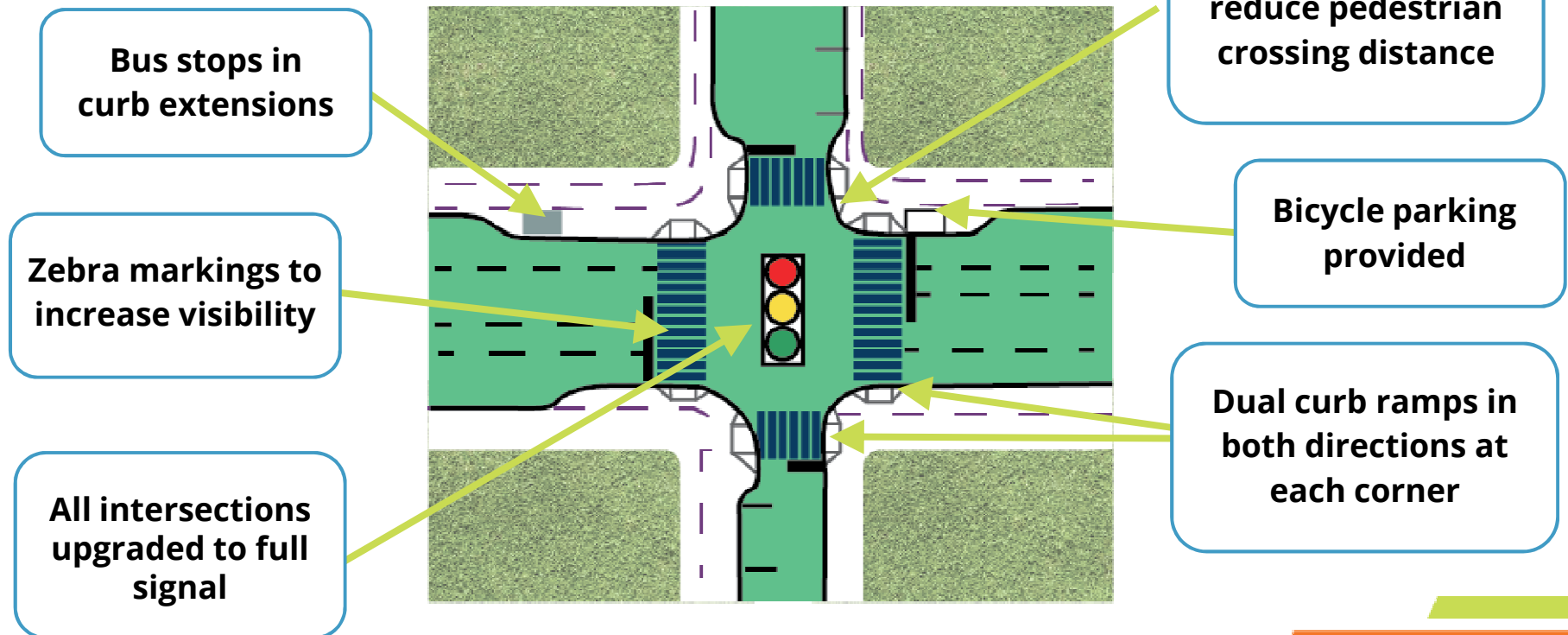


Preferred Design

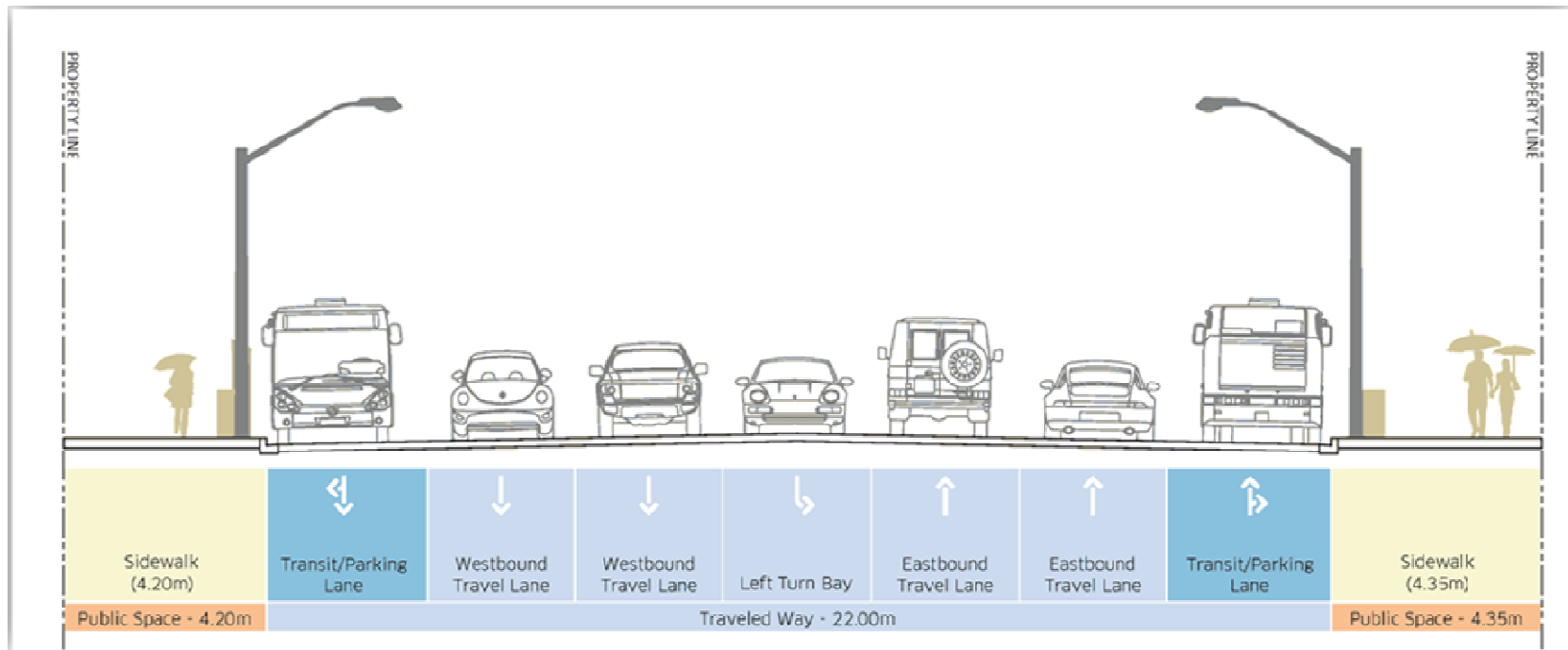
- 4 through travel lanes
- Full signals at all intersections, pedestrian activated signals at 122 Street and 124 Street
- Left turn lane is provided where required
- No separate right-turn bays provided
- Cyclist connection improvements at 110 St. and 121 St.



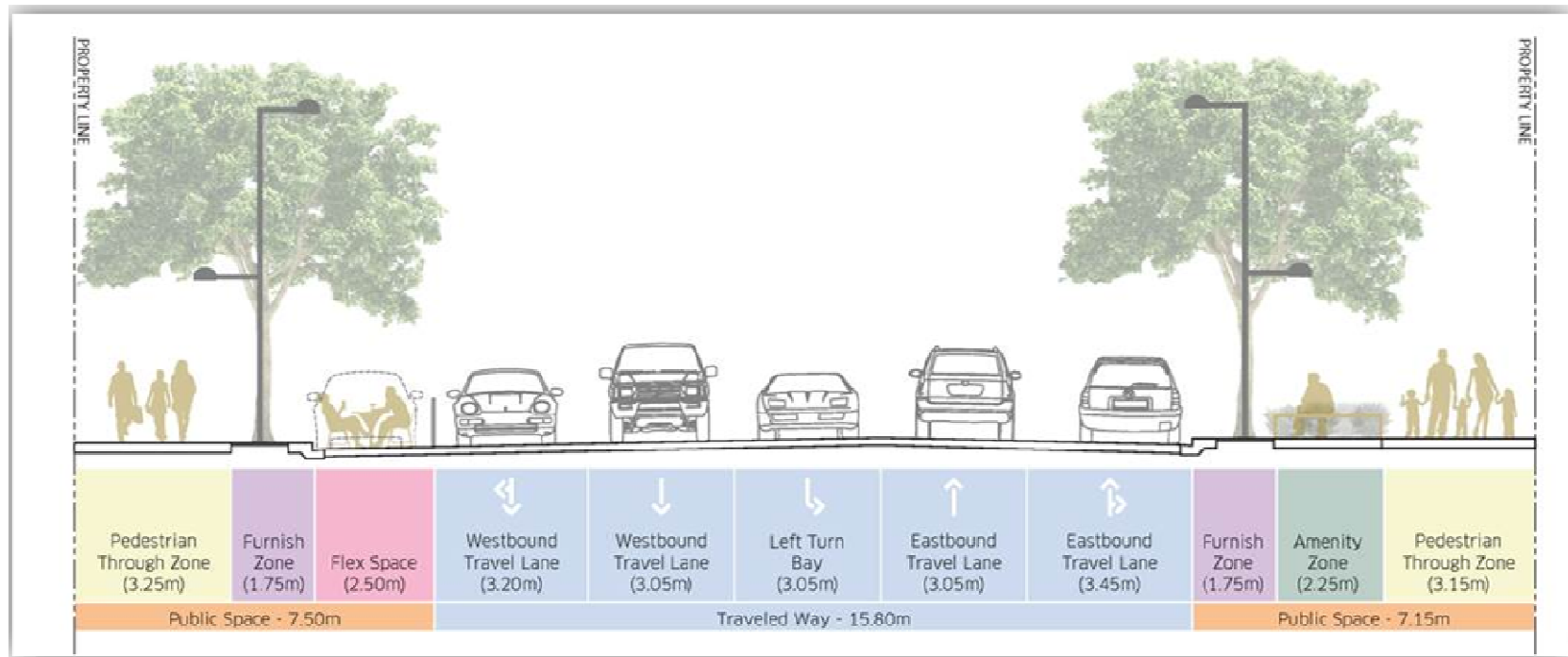
Typical Intersection Improvements



Existing



Future



What is Changing?

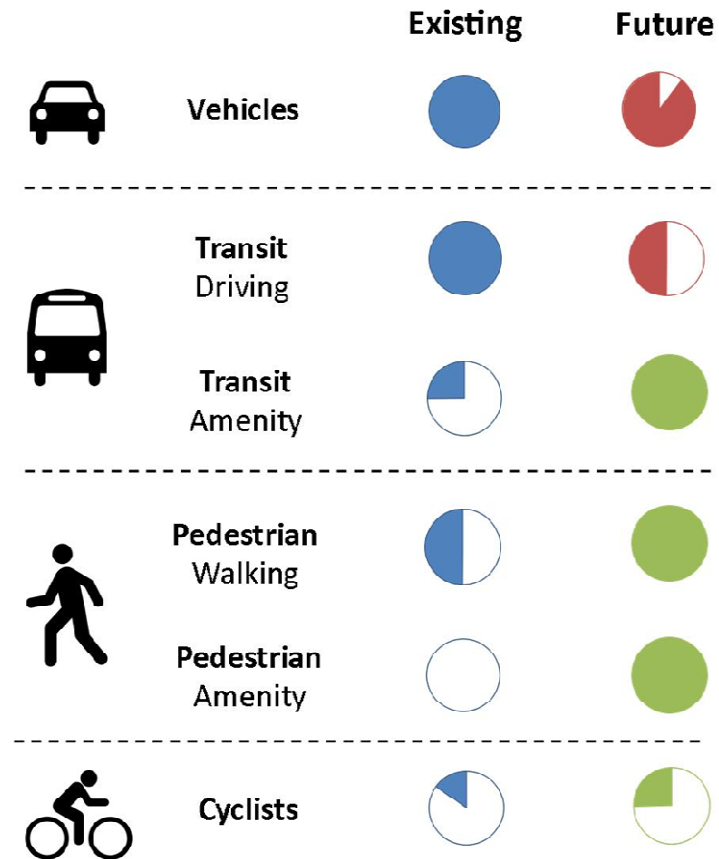
From	To
Sidewalks obstructed with streetlights, transit shelters, street furniture	3 m clear pedestrian space Furniture / Landscaping Zone Adaptable Flex space for bike parking, bus shelters, parking, or temporary patios
2 travel lanes in each direction	2 travel lanes in each direction
No street trees	Many healthy trees in landscape zone
Off-peak on-street parking	24/7 parking along parts of Jasper and on side streets
Left-turn lanes at most intersections	Left-turn lanes where needed
Dedicated right-turn lanes at 116 St and 109 St.	No dedicated right-turn lanes

Space Allocations

Vehicles and transit have slightly less space

Increase in amenity space and walking space for pedestrians

Slightly better space for cyclists



Travel Time Changes

Between Anthony Henday at 87 Avenue and City Hall...

	Existing	Future
AM Peak	24 Minutes	27 Minutes
PM Peak	35 Minutes	39 Minutes



Concept Pilot in summer of 2017

Objectives:

- Demonstrate benefits of the plan
- Increase stakeholders' understanding of plan
- Simulate future operations
- Pilot will allow Edmontonians to “try out” the design before it is constructed
- Monitor and understand impacts of proposed plan





Next Steps and Timelines

- Continue work on pilot preparation and implementation
- Advance on Preliminary and Detail Design
- Budget request in for 2019-22 Capital Budget
- Continue to work on access closures with stakeholders
- Anticipated construction beginning in 2019



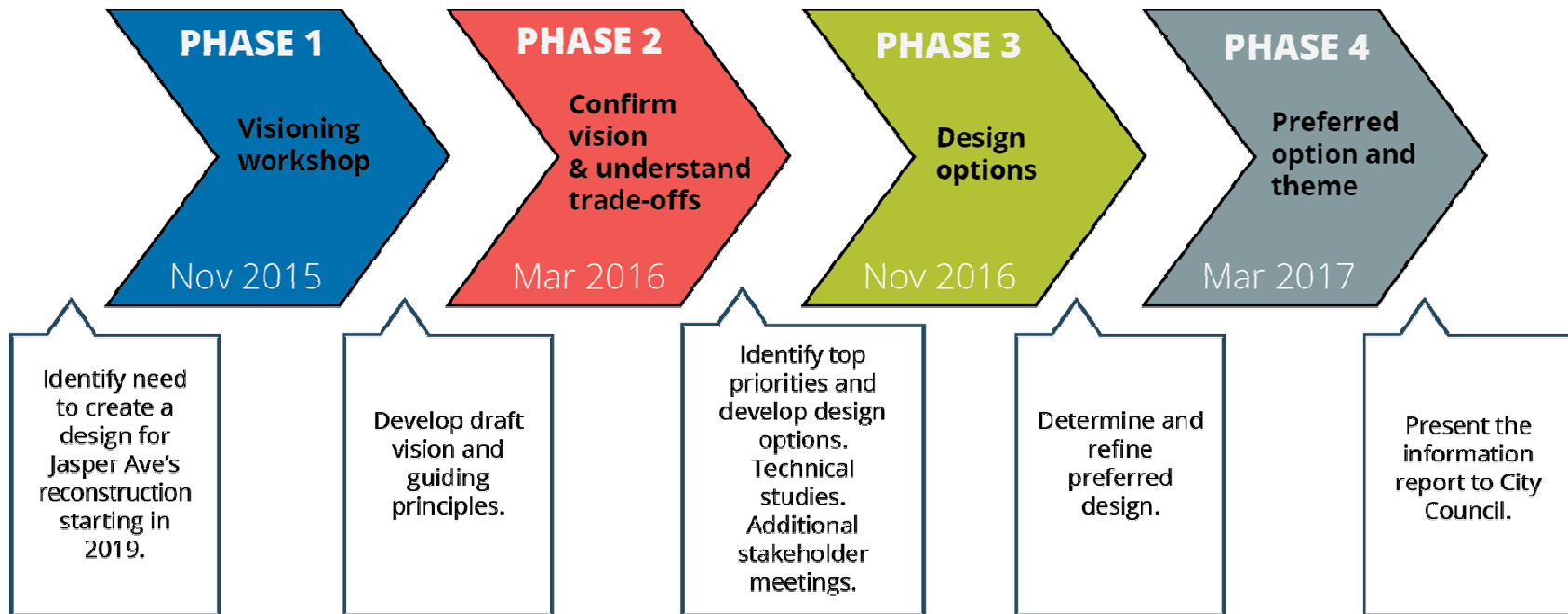
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Thank you.

Questions?

Edmonton

Public Engagement - Process



Public Engagement - Overview

- 4 Public Events (642 attendees and 4,032 responses)
- 3 Community Business Resident Committee meetings (32 attendees)
- 21 Key stakeholder meetings (31 attendees)
- Business canvassing (100+ businesses visited twice)
- 3 Business owner/operator meetings (21 attendees)
- 6 Seniors meetings (76 attendees)



Jasper Avenue Current Data

AM peak hour volumes: 1,120 EB, 520 WB

PM peak hour volumes: 860 EB, 1,350 WB

Existing Travel Times: AM Peak-4 min, PM Peak - 5 min

Daily Volumes: 29,000 vehicles

Daily Transit Users: 6,810 riders

Daily Pedestrians: 16,000 pedestrians



Jasper Avenue Collision Data

- Approximately 150 collisions per year
- Approximately 20% (32 annually) result in injuries
- The top causes for collisions are:
 - Follow too close
 - Changing lanes
 - Left-turn across path
- 1 pedestrian incident in the last 5 years



Market Analysis

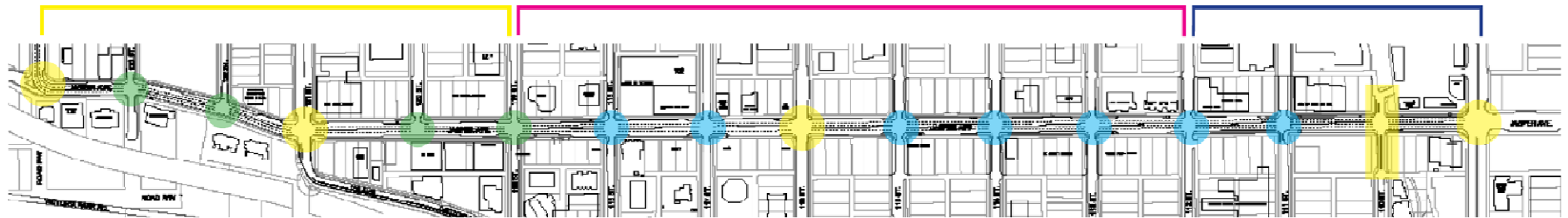
Market Analysis completed to understand redevelopment potential

3 character zones identified:

124 Street to 119 Street

119 Street to 112 Street

112 Street to 109 Street



124 St to 119 St

119 St to 112 St

112 St to 109 St

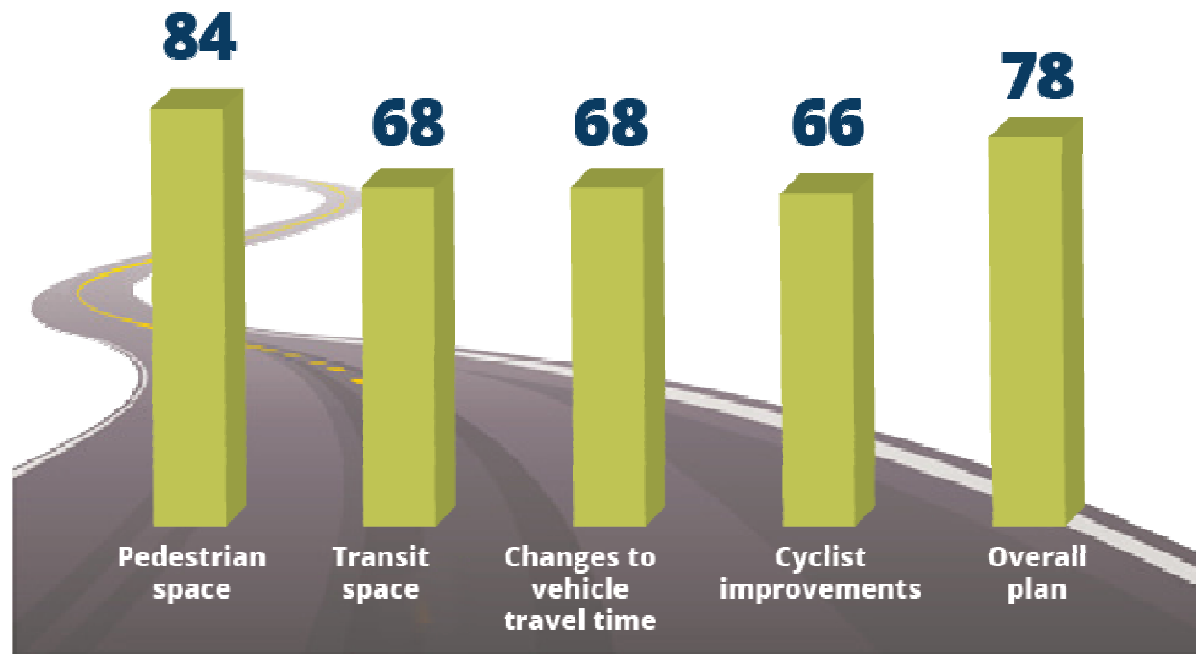
Highest redevelopment potential

Drainage Analysis

- Low Impact Development (LID)
- Opportunistic sewer separation (OSS)
 - New Storm trunk installation



PE 4 - Support for preferred design (%)



Pilot Details

